

HISTORIC AMERICAN ENGINEERING RECORD

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HAER No. CA-218

Southern Pacific Railroad Natron Cutoff, Tunnel 17
(Dorris Tunnel)
Milepost 408
Dorris
Siskiyou County
California

For written information regarding Tunnel 17, please refer to Southern Pacific Railroad Natron Cutoff (HAER No. CA-217). Note also that all references to tunnel portals are given in Southern Pacific Railroad terminology. Headquartered in San Francisco, the SP considered all trains heading *away* from San Francisco to be eastbound, all trains heading *toward* San Francisco to be westbound, regardless of actual cardinal direction. Thus a train heading north from Los Angeles to Portland would be westbound until it passed San Francisco, at which time it would become eastbound. Similarly, the railroad referred to all tunnels and other structures along its lines in the same fashion, with tunnels always having west and east portals. Direction of view in the captions will indicate cardinal direction.

Documentation: 6 photographs (1997)

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PHOTOGRAPHS

- CA-218-1 West portal of Tunnel 17, contextual view to northeast, 135mm lens. The tunnel penetrates the toe of Dorris Hill, which rises to the left.
- CA-218-2 West portal of Tunnel 17, oblique view to east-northeast, 135mm lens.
- CA-218-3 West portal of Tunnel 18, view to northeast, 135mm lens. Note the use of concrete face and wingwalls, with dressed stone voussoirs, wingwall coping, parapet with stone belt course and coping, and coursed stone masonry slope protection flanking the portal.
- CA-218-4 East portal of Tunnel 17, contextual view to southeast, 135mm lens. This end of the tunnel was badly damaged during construction in April 1909 by a disgruntled worker who set off a heavy powder charge, injuring fellow workers and destroying a steam shovel.
- CA-218-5 East portal of Tunnel 17, view to south, 135mm lens.
- CA-218-6 East portal of Tunnel 17, oblique view to west-southwest, 90mm lens. This view shows to advantage the stepped concrete wingwalls and fitted stone masonry coping protection flanking the portal, features typical of the Southern Pacific Common Standard tunnels of this period.